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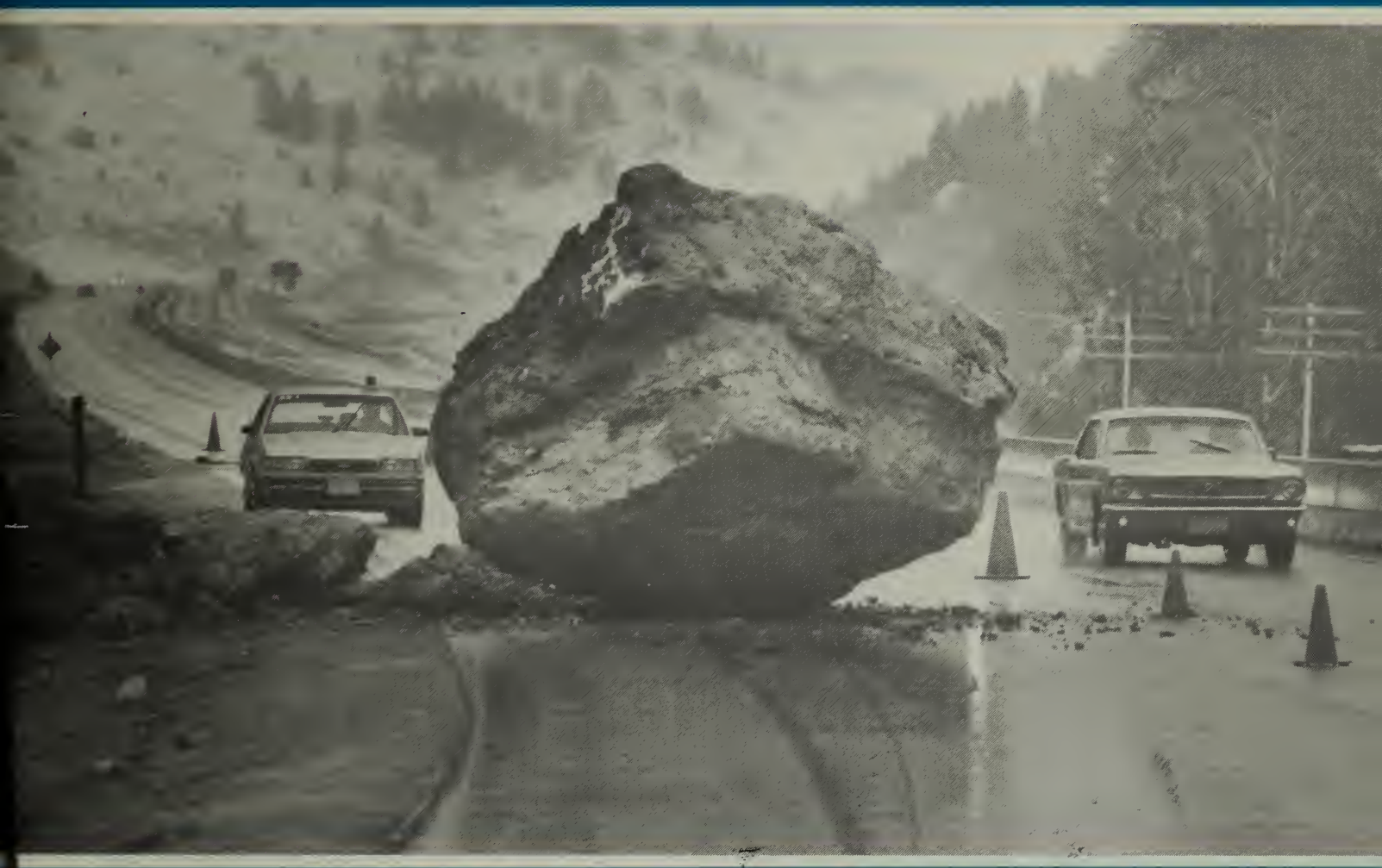

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MONTANA DEPARTMENT OF HIGHWAYS

Report to the 51st Legislature

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HIGHLIGHTS

- 1988 was the best construction season in Montana history on primary roads—the two-lane, rural roads that are a critical link for most Montana towns and cities. Approximately $130 million worth of construction projects were let to contract during the year and over half the new work—$75 million worth—is on primary roads.
- Contracts for work on about 400 miles of highway will be awarded during the 1989 fiscal year.
- The ambitious program on state roads translates to roughly 2,000 private sector construction jobs and a healthy infusion of money into communities in every part of the state.
- Although a great deal of progress has been made, the last years of the 10-year program will be the most important.
- Montana completed its interstate highway system in 1988, joining 15 other states which have completed their systems ahead of schedule. Nearly two-thirds of the states won't be done until 1991 or later, but the accelerated program begun in Montana in 1983 has paid off.
- Montana's 1200 mile interstate system cost $1.2 billion and took 30 years to complete.
- Work has started on plans for several new interchanges on the interstate system—facilities that will allow better access and help solve urban traffic problems in places like Billings, Helena and Great Falls. The Highway Commission's decision to proceed with the design reflects a desire to work with Montana's major cities to meet their transportation needs.
- Despite the big increase in highway construction, real growth in the highway program has been 24 percent since 1969, far less than any other program in state government.
- "On-the-Road" measurements (Present Serviceability Index—PSI) indicate a big increase in roads in the "good" category. Roads in the "poor" category have been reduced by 70 percent since 1983.
- There are still hundreds of miles of primary roads in Montana that won't be rebuilt because there is not enough money to address all the needs. Priorities must be set and roads with a very low traffic volume are a lower priority. These roads are being kept in service with low-cost pavement preservation projects.
- Numerous innovative arrangements with local communities reflect a concerted effort to find new ways to get around old problems. Improvements to city streets in West Yellowstone and Roundup and the annual roadside cleanup by local service groups are just a few examples of the department's effort to find new solutions.

Montana Highway Commission

Ilert Hellebust, Chairman—Havre
Gerald Archambeault, Vice-Chairman— Glasgow
Maria N. Murray—Butte
Paul Foster—Billings
Roy Duff—Whitefish

About the Cover—In Montana, whether it's highway construction or maintenance, Mother Nature is always involved. Heavy rains dislodged this boulder from an outcrop in Rocky Canyon near I-90 east of Bozeman one Saturday last spring. Maintenance workers were on the scene in minutes (background, left) and a crew was called to dynamite and remove the rock. The road was closed to traffic less than 15 minutes. Photo by Albert Dixon, *Bozeman Daily Chronicle*.

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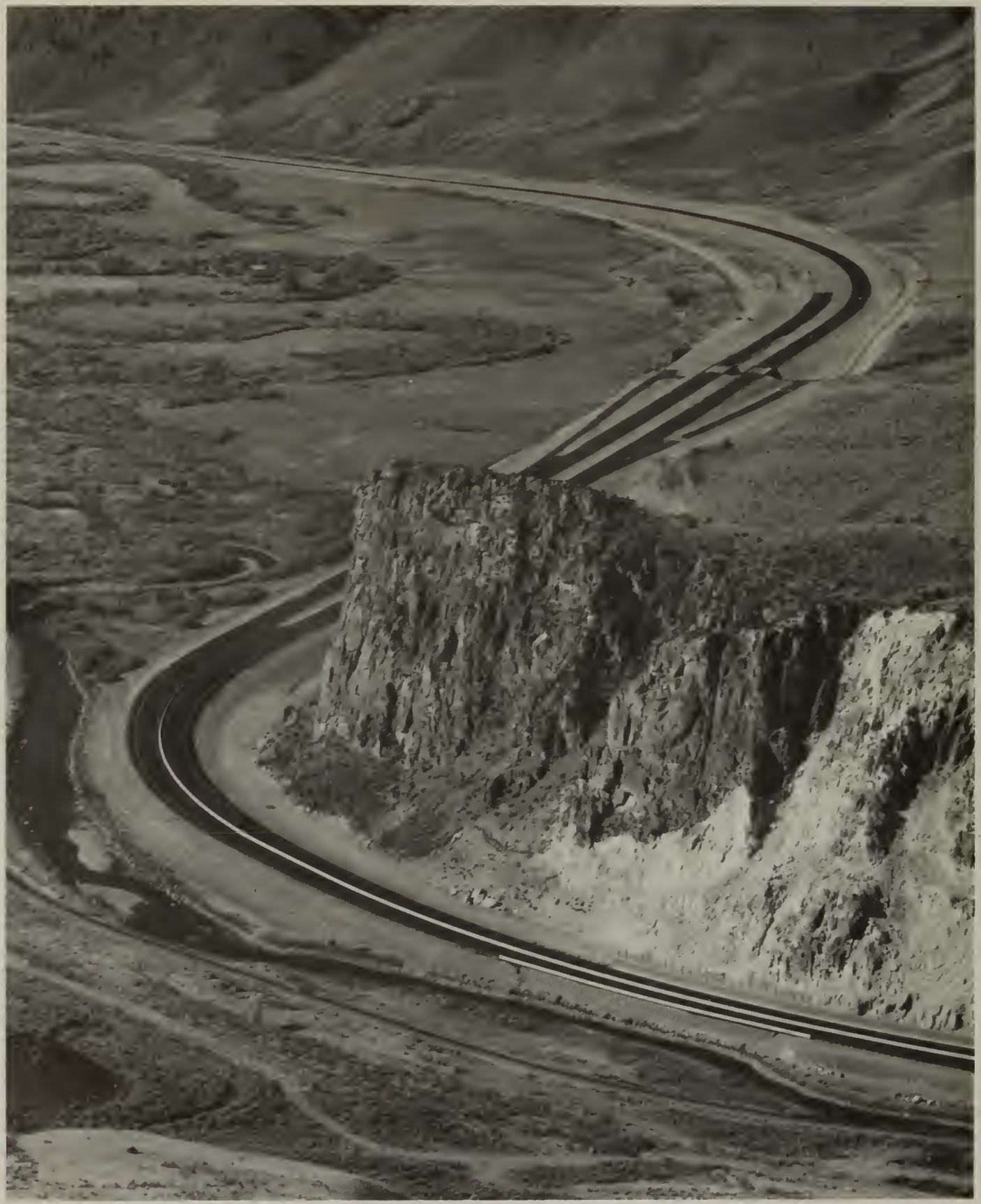


The "golden spike" project on Montana's interstate highway system was dedicated in October, ending over 30 years of construction. The system was completed several years ahead of schedule, the result of revenue bond sales for up-front funding and a focused effort to complete the work and shift attention to the narrow, two-lane roads on the state's primary highway system. The final project, Pipe-Organ South, is a 3.5 mile section of I-15 about 8 miles south of Dillon. Montana Department of Highways photo.

DEPARTMENT OF HIGHWAYS

TED SCHWINDEN, GOVERNOR

STATE OF MONTANA

2701 PROSPECT

HELENA, MONTANA 59620

November 14, 1988

We've made big improvements in Montana's roads since the Legislature approved the highway program recommended by the Governor in 1983. Every corner of the state is involved and nearly every highway. What's more, public service, the most important job of any agency, has improved markedly. Winter maintenance is better, responsiveness to local needs has improved and the state's citizens are getting good value for their highway dollar.

On behalf of the Governor, the Montana Highway Commission and the employees of the Montana Department of Highways, it's my pleasure to present this report on the Montana Highway Program. It highlights the accomplishments and spells out some of the issues we face as construction of the interstate system winds up and we embark on a new era in transportation.

Montanans can be proud of this program. In the early 1980s, we faced a bleak picture, with a huge backlog of road needs, especially on our two-lane primary roads. But this year alone, we've contracted for improvements on 350 miles of road, with another 350 miles covered by preventive maintenance and safety improvements. Work on long overdue projects continues and reconstruction of some of Montana's worst roads is underway.

The ambitious program set out in 1983 is now more than half complete. If the program continues at this level, Montana can look forward to entering the 21st century with a quality state highway system.

Gary J. Wicks

GARY J. WICKS
DIRECTOR OF HIGHWAYS

AN EQUAL OPPORTUNITY EMPLOYER

Progress On Montana's Highways

Since the beginning of the Reconstruction Trust Fund (RTF) in 1983, nearly 2,600 miles of primary system highways have been reconstructed, widened, resurfaced or otherwise improved. Of this total, 1,672 miles are directly the result of the wholly state-funded RTF.

The RTF was created to address a shortfall in federal funds and reverse the deterioration of Montana's highways. It authorized a $40 million per year program and provided partial funding and bonding authority to get the work started.

Eastern and Central Montana

In District 4, the Glendive District, reconstruction projects like Sidney-Fairview, Antelope-North and South and Nashua-West are completed, with several more projects now being designed. In addition, work is continuing on low-cost improvements to roads that don't receive high priority under the federal-aid program due to their low volume of traffic. Roads like MT 7, Baker to Ekalaka, and MT 16 between Culbertson and Plentywood are receiving attention that will reduce maintenance costs, improve safety, traffic movement and ride and extend the life of these older roads.

In District 5, the Billings District, reconstruction and resurfacing projects such as Laurel-Mossmain, Busby-Lame Deer, Lame Deer-West, and Bridger-Fromberg were completed. In addition, numerous preventive maintenance projects—seal and cover projects and thin overlays—will reduce maintenance costs over the long run and give new life to roads that just don't have the volume of traffic that would justify higher-cost repairs. Examples include Old Highway 87 East between Billings and Hardin and the frontage road between Park City and Columbus. US 191 in the Roy and Hilger area north of Lewistown also received preventive maintenance treatment that will increase the road's life over 10 years.

Major improvements were made in the last several years and more are planned on US 87 between Great Falls and Havre. Reconstruction between Box Elder and Havre resulted in a wider, safer highway, where once was a narrow, rough road. Elsewhere in District 3, the Great Falls District:

- Great Falls-East on US 87, a major reconstruction project to replace the narrow, heavily-traveled, two-lane road with a combination of four-lane and wide two-lane sections;
- construction east and west of Galata on US 2 will result in a smoother, safer road;
- work north of Browning on the Kiowa Junction-Hudson Bay Divide road will improve the ride and result in big savings in maintenance costs;
- guardrail, flattened slopes and repaving are improving safety and ride on US 87, Belt-Raynesford and US 89, Sun River Junction North as well.

None of this work would have been accomplished without the state-funded RTF program. ■

Mike McCleary photo, *Glendive Ranger-Review*

Western and Southwest Montana

The most ambitious single construction project yet undertaken on Montana's highways, the Libby-Troy project on US 2, was let to contract in September. The project will be done roughly 10 years earlier than would have been possible with federal-aid alone. It will eliminate what some consider the worst bottle-neck in the state, improve safety and enhance tourism development in the area.

Two notorious road sections are becoming just a memory in Western Montana—Rainbow Bend east of Bonner on MT 200 now consists of gentle curves and the Elk Hill-Lyons Spring curves south of Libby on US 2, once the site of numerous fatalities, will soon be gone.

A great deal of work is progressing in District 2, the Butte District, which encompasses the Butte-Bozeman-Helena area:

- reconstruction of US 12, Avon-Elliston, where safety and ride will be greatly improved. This is the last section of old road between Helena and Garrison—a bridge will be replaced and a much wider road is being built;
- widening and slope-flattening were undertaken on numerous sections, including MT 1 in the Georgetown Lake area, Whitehall to Boulder on MT 69, Three Forks to Toston on US 287 between Bozeman and Helena and the old highway between Belgrade and Bozeman. A better ride and reduced maintenance costs result from these projects.

Statewide, over a third of a billion dollars has been invested on the primary highway system since 1983—an investment in the roads that connect our towns and cities and serve our most vital needs.

In addition to the significant improvements made to the primary highways, Montana's interstate system was 100 percent completed during 1988.

The 3.5 mile 'Golden Spike' project at Pipe Organ, south of Dillon on I-15, concluded the largest public works project ever undertaken in Montana.

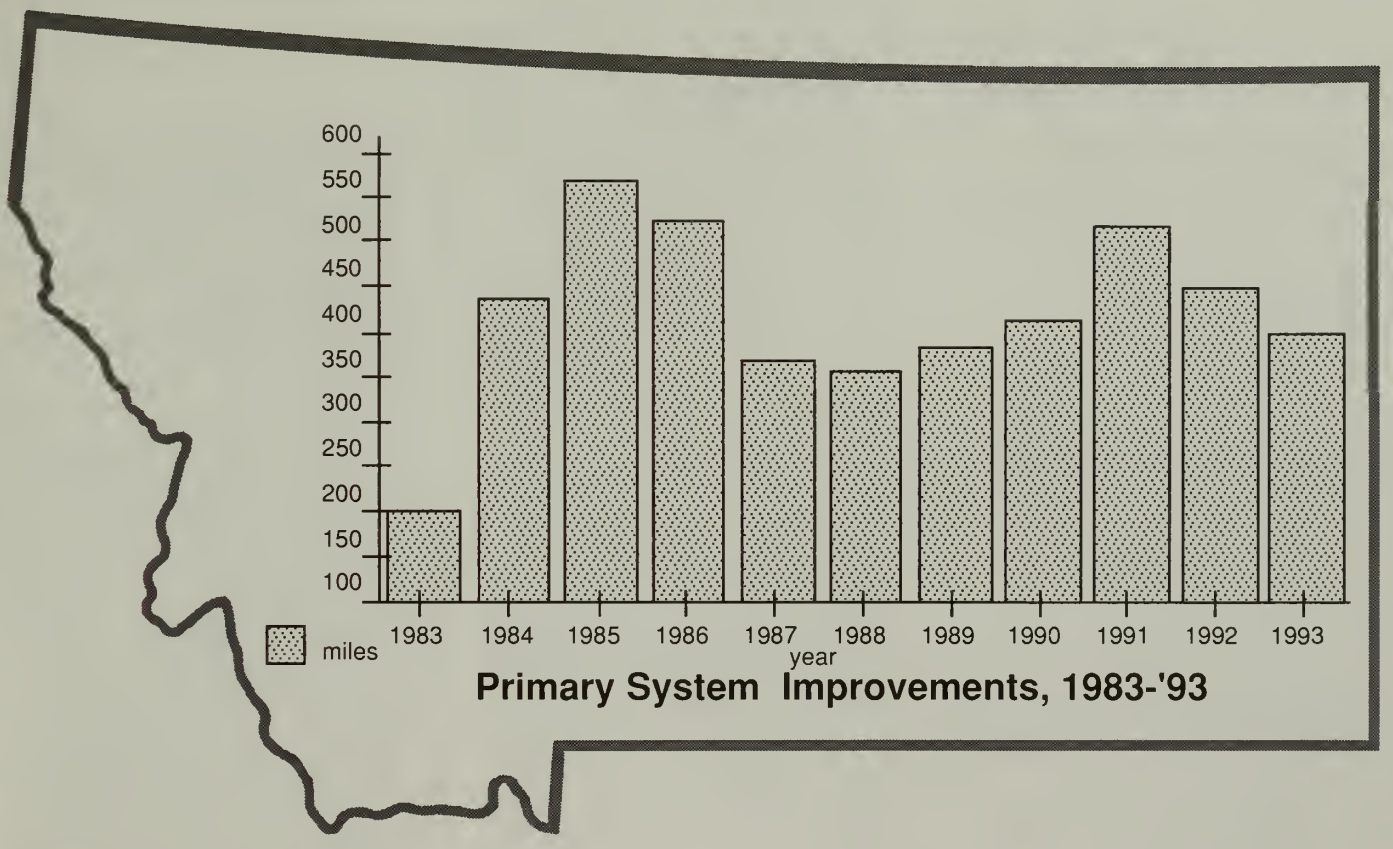
Montana's interstate effort, which began in 1956, cost $1.2 billion to complete. Montanans contributed $100 million in state motor fuel taxes, with the remaining $1.1 billion received in federal-aid highway funds.

Montana's $1 million per mile, 1200-mile interstate system, was completed four years ahead of schedule by using Highway Revenue Bond proceeds to accelerate the construction. ■

1990-91 Program

During the upcoming 1990-1991 period numerous major projects are planned:

- projects on MT 200 affecting about 77 miles at a cost of roughly $31 million;
- improvements on 37 miles of US 191 for about $15 million;
- US 2 will receive about $27 million worth of improvements during the biennium affecting 89 miles of highway;
- improvements planned on MT 3



Primary System Improvements, 1983-'93

north of Billings total about 22 miles at a cost of $11.5 million;

- US 93 in western Montana is slated for over $5 million in improvements on 17.3 miles;
- over 90 miles of US 87 will be improved with a price tag of roughly $41 million;
- US 212 in southeast Montana is slated for $22 million worth of improvements on 53 miles of highway;
- nearly 20 miles of MT 13 in northeast Montana will be improved at a cost of roughly $8 million;

In addition, $42 million will be spent on the interstate for repair work and interchange rehabilitation. The maps near the end of this report highlight the major work planned in each district for the next biennium. ■

More for the Money

A relatively inexpensive but extremely effective part of the RTF program is pavement preservation. The department invests about $8 million each year in seal and cover projects, thin overlays and other preventive maintenance work throughout the state. These projects extend the life of some of the older roads and protect and extend the life of relatively new pavement as well.

In many instances, sections of highways that are candidates for major work in the future receive some form of pavement preservation until the major work is set to begin in order to extend their life and maintain serviceability.

Repaving and sealing projects have extended the service life of highway pavements another 5 to 20 years—at a cost of one-half to one-fortieth the cost of a new road.

The preventive maintenance program inititated in the early 1980s has served Montana well. The RTF program has enabled the department to "buy time" for over 2300 miles of Montana's primary highway system. The repaving and sealing projects made possible through RTF funding extend the service life of highway pavements another 5 to 20 years at a cost which is one-half to one-fortieth of the cost of a new road.

Some examples of these types of projects are the Roy-East and West project which covered 25 miles on US 191 with a thin overlay; old US 87 east from Billings to Hardin, Neihart-Monarch and Choteau-Pendroy on US 89. None of these projects would have been undertaken with federal-aid funds because of their low traffic volume (average daily traffic-ADT). These projects have reduced maintenance costs, improved safety and ride, and extend the life of the roadway surfaces at least 10 years.

A higher level of funding for primary highways, together with a "preservation first" stewardship of the existing highways, has resulted in a greatly-expanded program of major reconstruction projects as well. Improving the surface and extending the life of older but adequate roadways by inexpensive methods has allowed the department to free-up resources in order to concentrate on major reconstruction, widening and resurfacing of the most needed sections of our highway system. ■

How About My Road? Who Decides?

Future primary and interstate highway projects are chosen and prioritized by the Montana Highway Commission, often five to seven years in advance of construction. They use a system designed to provide an objective analysis of highway needs so that work is done where it's most needed.

Project recommendations come from field staff, local officials and citizens. Potential projects are analyzed based on:

- pavement condition;
- available funding;
- cost effectiveness;
- geographic balance based on a legislative formula that ensures work is done in all areas of the state;
- sufficiency rating, based on the soundness of the structure, existence or lack of safety and design hazards and capacity to handle existing traffic.

There's often much more to project selection than meets the eye. An important consideration is how long it will take to design a given project. Some of the most badly needed projects take years to design, so simpler projects are built first—projects like minor repaving to get more life out of a relatively good road.

Likewise, some roads that obviously need work just don't carry enough traffic to justify the huge investment—sometimes over a million dollars a mile—necessary to "fix it right." The only practical solution in these cases is relatively minor work designed to just hold the road together.

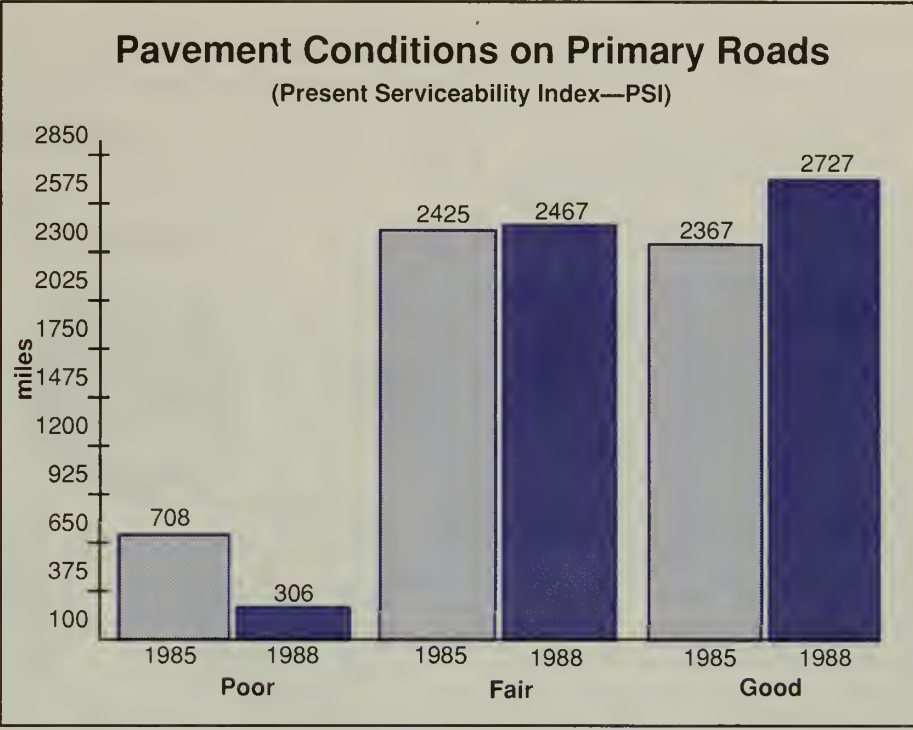
Federal aid—fuel tax receipts and the like—fund most of the construction on Montana's highways. Even though Montana has discretion in how the funds are spent, federal requirements also dictate to a large degree. For instance, funds available for interchanges or interstate repairs normally can't be spent on secondary roads or bridges. Funds available for urban street improvements can't be spent on rural highway reconstruction.

New interchanges on the interstate system provide an opportunity to make better use of a part of Montana's highway system that's built for heavy traffic. With this in mind, the Highway Commission launched a program to add several new interchanges in major cities and improve three existing interchanges. Based on cost-benefit studies, design complexity, and available funding, the Commission prioritized new interchanges at Billings, Helena and Great Falls, with the possibility of adding interchanges in Bozeman and Missoula as well. Each of these projects has demonstrated benefits and would address local traffic needs. ■

Measurable Results

By the end of 1993, over half of the primary highway system in Montana will have received major work, and many additional miles will have received thin overlays and seal and cover work, extending the life of those pavements. If the work planned through 1995 is undertaken, two-thirds of the primary system will have received major improvements.

How can we tell it's getting better? The department measures the condition of the road by using an on-the-road measuring device called the Mays Ride Meter. The ride meter produces data to arrive at a measured "present serviceability index," PSI, which categorizes road surfaces in the poor, fair and good categories. *The Report to the 50th Legislature* noted that in 1983 there were 1036 miles rated poor on the primary system. At this time, the number has been reduced to only 306 miles, a 70 percent improvement since 1983. ■



Highways and the Economy

Montana's highway construction program has had a big impact on the Montana economy.

The department's July construction report shows a total of $177 million worth of highway work under contract in Montana, with $108 million in contractor payments paid against those contracts through July.

Separate manpower data used to report employment statistics to the Federal Highway Administration shows a total of 1770 jobs during the third week of July. When RTF jobs are added, the number of workers on highway projects totals well over 2,000. This number confirms estimates from the national Association of General Contractors (AGC) that for every $100 million worth of construction, 2,000 jobs are created.

The AGC also estimates that for every dollar spent on direct construction, the financial spin-off through the economy results in a secondary impact of $2.88.

One example of the impact of highway construction is the economic impact of the Troy-Libby reconstruction projects on US 2. The $20 million spent over the next two to three construction seasons will generate millions in indirect impacts on suppliers, sub-contractors, asphalt producers, and retailers throughout Montana. Further, because the projects are major reconstruction requiring extensive earth and rock moving, the labor force will be larger than for simple paving projects. The impact on local businesses will be significant, and will last over several construction seasons.

What will remain after the construction is completed is a modern, safe highway that will likely provide a long-term tourism impact in the Northwest.

Another impact on the state's economic well-being is the personal income and business taxes that are eventually paid to the state general fund by employers and employees. The highway construction program converts federal-aid highway dollars and state highway user generated taxes into private sector employment and general fund revenues—'Your highway taxes at work.'

Despite the large size of the highway program, and the boost in construction, the real growth in the program since 1969 has been modest. When adjusted for inflation, the $200 million spent by the department for operations, construction, maintenance, and local government in 1986 is far less than the increases in any other program in state government. ■

Needs That Can't be Met

At the outset, it was obvious there would not be sufficient funding in the RTF to reconstruct every mile of sub-standard primary highway. There are still long segments of narrow highways built during the 1930s that need major work to "fix them right." But with limited funds, very low traffic and often high reconstruction costs, these routes don't meet the cost effectiveness standards used by the department to recommend priorities to the Highway Commission.

For the foreseeable future, these roads are being kept in service with low-cost pavement preservation projects.

Other needs that aren't being met include some urban street and secondary "county" roads and needs that aren't being met with federal safety funds.

In the absence of any new funding, the current level of effort on these systems will continue. ■

Federal Funds

The federal-aid highway program that has served the nation's highway needs during the era of interstate construction is drawing to a close.

The most recent five year reauthorization act, the Surface Transportation and Uniform Relocation Assistance Act of 1987 (1987 STURAA), will expire in 1991. Because of the near completion of the nation's interstate system by 1991, the post-1991 program will be substantially different from what has existed for the past 30 years.

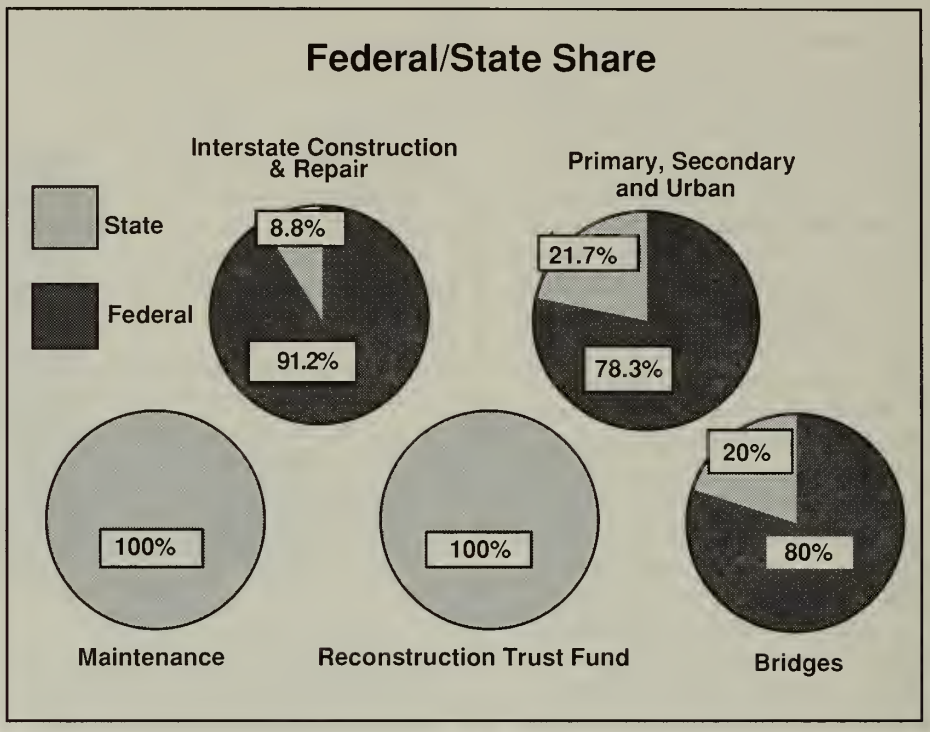
Much of the uncertainty over the future national transportation program results from the lack of consensus among the various states and highway users over future needs. Much of the focus in more populous states is on urban "gridlock," while more rural states are concerned about rural and secondary road needs and future funding. In addition, a growing sense of frustration exists because of various actions by Congress over the past several years:

- the Gramm-Rudman-Hollins Deficit Reduction Act, which restricted expenditures from the Highway Trust Fund, even though the fund has a balance of roughly $12 billion;

- extensive and expensive "demonstration projects" inserted into the Transportation Act by various congressmen, to fund projects often referred to as "pork barrel";

- language in the 1987 STURAA which allows states that have not completed their interstate system to apply for and receive additional funds at the expense of those states that have completed their system, in essence, allowing "double dipping" from highway funds;

- the increasing use of sanctions to enforce a wide array of social goals, such as the 55 mph conservation speed limit, the age 21 drinking age, and uniform commercial licensing, things that have nothing to do with highway construction.



The result is that many states are seeking alternatives to the present federal-aid highway program.

But one of the alternatives being considered poses a serious threat to Montana—the concept of 'turnback.'

Under turnback, Congress would either repeal a large portion of the federal motor fuels tax, or return to the states the amount of fuel taxes collected in the states. It's assumed the states would then increase state fuel taxes by a like amount, and the federal government would dismantle most of the federal programs.

Under this scenario, Montana's highway program would lose. Montana receives over $2 for every gas tax dollar sent to Washington. If Congress were to repeal 7¢ per gallon under turnback, Montana would have to increase the state fuel tax by over 14¢ just to break even. ■

Deficit Reduction

Another potential threat to Montanans is the National Economic Commission proposal to increase the federal motor fuel taxes by as much as 50¢ per gallon to reduce the federal deficit. Montana ranks sixth nationally in the amount of fuel consumed per vehicle. Montana's size and the lack of alternative transportation means that Montanans will continue to be heavy users of motor fuels and would pay a disproportionate amount of tax under this proposal.

Data shows that a 50¢ per gallon increase would cost the Montana driver an additional $514 per year, compared to $287 for a driver in Connecticut. Mass transit and rapid rail systems in states such as Connecticut and New York give residents of those states alternatives to driving, alternatives not available to Montanans facing a 50¢ per gallon increase at the pumps.

Most would agree the motor fuel user tax has worked well for over 32 years—building the finest highway system in the world, without adding a single penny to the national debt. While reducing the federal deficit is of great importance, the burden of doing so should be spread equitably and proportionately among all Americans—not disproportionately, as this proposal would do.

The Governor and the Department of Highways have informed Montana's Congressional delegation

of our opposition to this proposal, and the Western Association of State Highway and Transportation Officials has formally written the National Economic Commission opposing the use of highway user fees for deficit reduction.

The Highway Trust Fund continues to be used to reduce the Federal Budget Deficit, on paper at least. . .

The Federal Transportation Trust Fund, which funds the federal-aid highway program, is considered 'on budget' and part of the calculation to determine the size of the federal deficit. Reducing the amount spent from the Trust Fund substantially below the amount of new revenues going into the fund has resulted in an increased fund balance, making the size of the deficit appear smaller.

Many believe this effort is cosmetic only, since the Trust Fund cannot legally be spent for anything other than highway programs, and is generated solely from highway user fees such as gas and diesel fuel taxes. These groups have tried unsuccessfully to have the Trust Fund taken 'off budget.' Until that happens, the Trust Fund will continue to be used to reduce the deficit, on paper at least, and the states will continue to receive less for highway construction than is authorized by law.

"The federal partner appears to be asking for more and giving less than expected," remarked James Gosling of the University of Washington—Extension, in an article in the Spring, '88 edition of *State and Local Government Review*. He pointed out the tax increase of 1982 brought the promise of a $15 billion-a-year federal highway program. But things haven't worked out that way, he said, with only $12.4 billion actually obligated to highway construction.

What's left over goes to reduce the federal budget deficit, he said, and "transportation policy has become captive of overall fiscal policy."

If all potential penalties are added up, a state could lose 500 percent of its federal highway funding, Gosling points out. "Such a percentage, although nonsensical, illustrates the degree to which federal financial sanctions pervade federal-state relations in the transportation policy area." ■

Uncertainty

The federal-aid program is still the cornerstone of Montana's efforts to upgrade its highways, streets and bridges. But over the past several years, the funding received by Montana has been both up and down, making it difficult to plan and program future projects.

Two separate actions occur that determine the amount of federal funds Montana will receive.

First, Congress initially passes a multi-year authorization act which statutorily authorizes the amount of funds that could possibly be spent on the various categories in the highway program—interstate, primary, secondary, urban, safety, bridges, etc.

Subsequently, and in separate actions, Congress appropriates the amount of funds that can actually be spent. It's this amount—called obligation authority—that establishes the actual amount received by Montana, not the amounts authorized in the multi-year authorization act. In effect, the authorization act is just an IOU—it's the obligation authority that most closely translates to cash and can be spent on highway construction.

To highlight the difficulties, it's interesting to note what has occurred since 1980 in Montana. In 1980 Montana had an authorization amount of $87 million, but actually received $83 million in obligation authority. Under the 1982 STAA, Montana received an increase to $111 million in authority and an obligation level of $107 million, an increase of 29% over the 1980 level. During fiscal 1988, Montana's authority level was $107 million, but we received only $90 million in initial obligations, a decrease of 16 percent since 1984.

Since 1986, Montana's share of federal-aid, like many other states', has decreased steadily. This is primarily the result of two separate actions—the Gramm-Rudman-Hollins Deficit Reduction Act and "double-dipping."

The so-called double dipping resulted in the loss of $8 million to Montana in 1988. When combined with the $8 million lost due to Gramm-Rudman, Montana has seen its funding reduced by about 16 percent.

Montana is not receiving the full benefit of the 5¢ gas and 9¢ diesel fuel tax increase passed in 1982 by Congress.

In effect, Gramm-Rudman, double dipping, and other factors have reduced Montana's share of the federal-aid program to close to what it was in 1981, prior to the increase in fuel taxes.

Put another way, Montana is not receiving the full benefit of the 5¢ gas and 9¢ diesel fuel tax increase passed in 1982 by Congress. This reduced level of federal-aid will likely continue through 1991 and the expiration of the current transportation act.

How Montana and other large western states fare after 1991 will depend to a large degree on how Congress views the importance of this region in the national economy, changing demographics, and the give and take in Washington, D.C. ■

Evaro Hill on US 93 north of Missoula Department of Highways photo

Brett French photo, *Ravalli Republic*

Transportation 2020

Because of the uncertainties facing the future transportation programs, the American Association of State Highway and Transportation Officials (AASHTO) initiated a national effort to gather information and ideas from individuals and groups on what the nation's future transportation needs will be.

An Advisory Committee on Highway Policy (ACHP), comprised of over 100 state and local government groups, trade and industry associations, private citizens and transportation system users, was formed to spearhead the information gathering effort.

This process, called Transportation 2020, involved 65 public forums conducted in 49 states during 1987 and 1988.

Over 2300 individuals representing a wide range of highway interests testified, and many others submitted written comments on a broad range of transportation issues.

In Montana, the Transportation 2020 public forum was held in March, 1988. Thirty-six individuals representing a broad range of highway users and private interests testified, and written testimony was received from another 24 individuals.

The issues addressed at the forum included:

- the continuation of a federal-state-local partnership with emphasis on non-interstate systems;
- opposing diversion of highway funds to other non-highway purposes;
- funding should be equal to the authorizations in law;
- states should be given more flexibility;
- Congress should reduce the use of sanctions and provide incentives; and
- most important for Montana—future federal funding distribution formulae must take into account miles of high-ways rather than population.

In general, responses to the Transportation 2020 questionnaire indicated Montanans believe that Montana's transportation system is adequate (62 percent), highway maintenance is good to adequate (77 percent), and the most important transportation issues facing Montana are rural roads, tourist routes, and improved rail service.

The information, issues and ideas gathered through the forum process are being reviewed at the national level by the ACHP and another group formed to review the financial issues, the Transportation Alternatives Group (TAG).

TAG is made up of a dozen private and government organizations and will draft alternative program proposals to meet the identified needs.

These proposals will be submitted to Congress, the Administration and state and local governments in 1989 for consideration and action. ■

State Funds

With the creation of the RTF program in 1983, the legislature provided two new, critical financial resources to accomplish the RTF goals—bonding authority and coal tax revenues. Both of these tools have been used effectively to reconstruct Montana's primary system and complete the interstate system ahead of schedule, while indirectly benefitting the state's general fund by generating substantial interest income.

The department's overall priorities have remained the same since the beginning of the RTF program:

- match every available federal-aid highway dollar;
- maintain the current level of effort on highway maintenance;
- meet the obligations incurred by the bonding program;
- rebuild our primary highway system by maintaining the level of effort on the RTF program.

A cash management and cash flow projection system was implemented to make the most of the available financial resources to meet these four priorities.

With the current level of revenues available to the department, the program can be maintained and the department can meet its obligations on maintenance and debt service through 1993 without any need for additional revenues.

At the same time, any diversion or reduction in current level revenues will require a dollar for dollar reduction in the RTF program, which will in turn mean dropping projects now being designed and scheduled.

Funds committed to the RTF in 1983 were not sufficient to build projects at the $40 million per year level authorized by the legislature. As a consequence, expenditures and the size of the program have been limited to the $30-32 million range. But recent revenue increases will allow for an RTF program closer to the authorized $40 million level in the 1992-1993 period. ■

Fund Balance

The department issued $150 million in Highway Revenue Bonds in April 1987, as authorized by statute. The bond issue resulted in higher than anticipated interest income and refunding benefits—providing additional revenue to the department.

The recent increase in fuel consumption, noted on the next page, has also enhanced the revenue picture.

The proceeds of the 1987 bond issue are projected to be completely spent on construction by the end of fiscal 1990, but until that time, the highway special revenue account balance will remain relatively high.

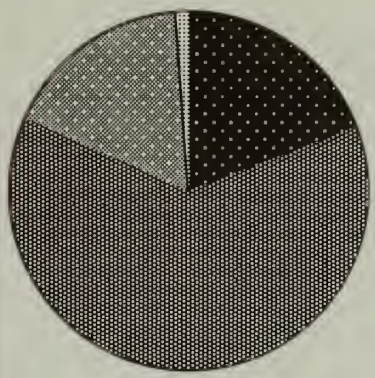
After fiscal 1990, the highway account will be drawn down by approximately $25 to $30 million per year until the end of fiscal 1993. At that time, the highway special revenue account will have only the necessary minimum fund balance of approximately $10 million. Beyond 1993, the wholly state-funded RTF program cannot continue without additional revenue. ■

Coal Tax

The coal tax revenues provided by the 1983 Legislature will have had a significant positive impact on the RTF program. It's estimated $36.8 million will have been generated by coal tax revenues to the RTF program by the end of fiscal 1993. This amount is equal to one full year of effort on the RTF program.

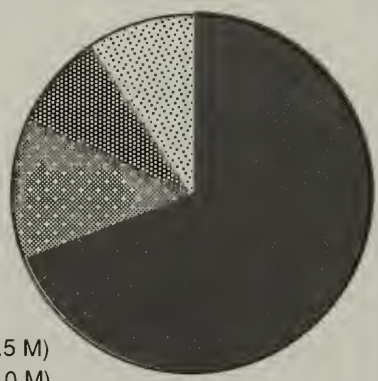
Coal tax revenues to the state were also higher in 1988 than originally projected. The increased production by the coal industry—to meet the statutory targeted 'trigger'

Highway Special Revenue Account



1989 Projected Revenues

GVW Income	19.1%	($24.0 M)
Gas Tax	62.7%	($78.9 M)
Diesel Tax	17.2%	($21.7 M)
Accts. Receivable	1.0%	($ 1.2 M)



1989 Projected Disbursements

Highway Program	69.1%	($77.5 M)
City-County Distribution	12.5%	($14.0 M)
Bonds Debt Service	8.9%	($10.0 M)
Non-Highway(Highway Patrol, Dept. of Commerce, Dept. of Revenue)	9.5%	($10.7 M)

tonnage amount reducing future tax levels—and several one-time adjustments resulting from the settlement of disputes increased the 1988 revenues to the state and the department.

In effect, without coal revenues, the RTF program would have been funded through 1992 only, losing a full year's effort on the primary system. ■

Drive

Montanans, like other Westerners, drive a lot. Data indicates that Montanans used 1,028 gallons of gasoline per vehicle in 1986, sixth in the nation. States like Montana, Wyoming, Texas, Alaska and Arizona are high consumers compared to Connecticut and Massachusetts, states with significantly less road mileage and intensive mass transit alternatives.

Travel has increased steadily since 1982, after the last fuel crisis. Since 1970, the annual vehicle miles of travel in Montana have increased 68.5 percent, and the miles driven in 1987 increased 3 percent over 1986, to 5.6 billion miles.

For the first time in several years, Montana is experiencing an increase in overall motor fuel consumption and fuel tax revenues. The steady decline in gasoline consumption since 1978 was reversed in 1988, showing an increase of slightly less than 1 percent, although the level for 1988 is still significantly below the volume sold in the mid-1970s. The fuel crisis in the late 1970s, followed by the availability of increasingly fuel efficient vehicles, steadily reduced the volume of gasoline sold in Montana until recently, despite the steady increase in travel. ■

Montana Taxes

During the 1987 Legislative Session, Montana's motor fuel taxes were raised 3¢ per gallon on both gasoline and diesel fuels to a total of 20¢ per gallon.

By July, when the tax took effect, several other states had joined Montana—and others soon followed.

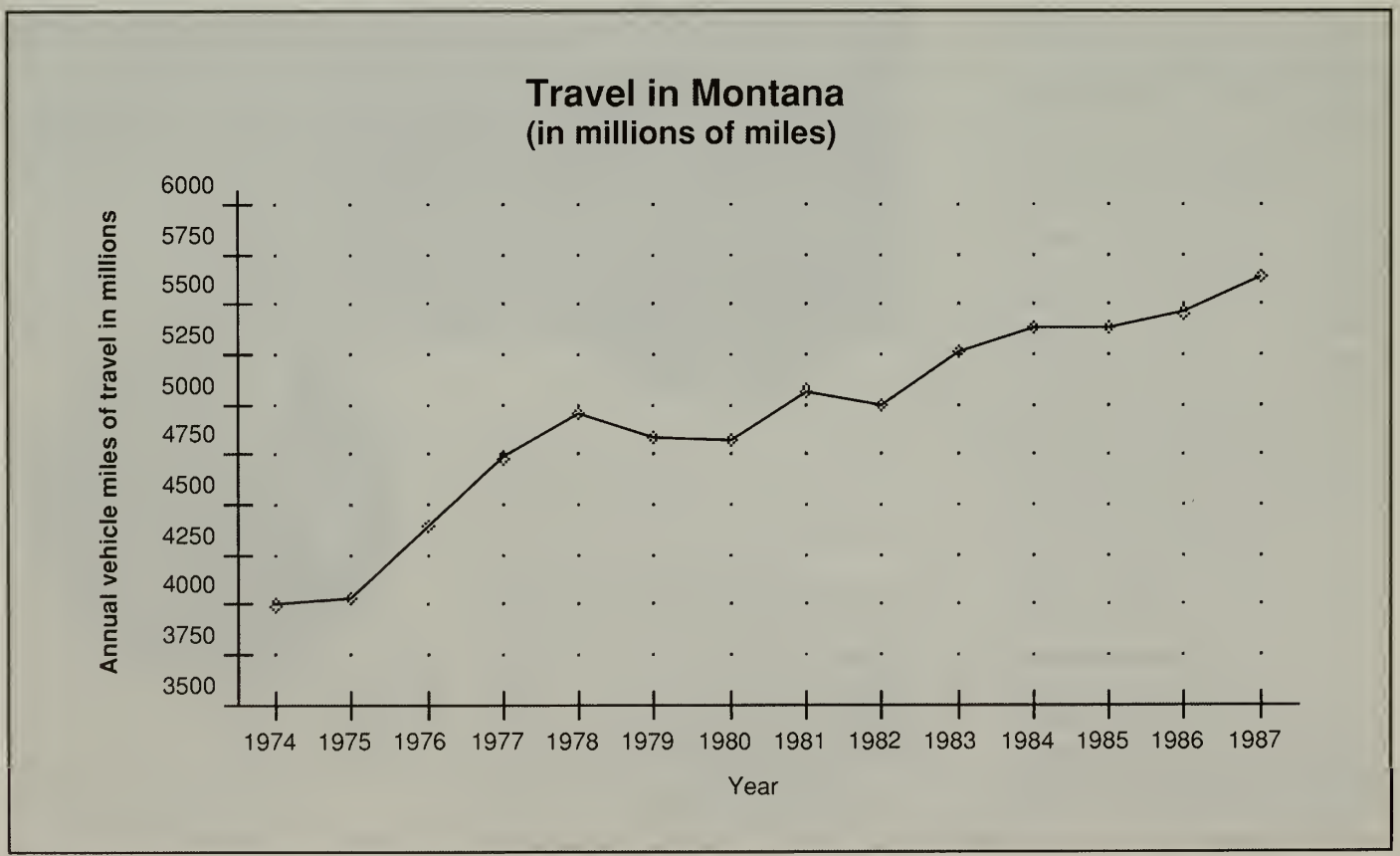
The Connecticut and Wisconsin gas taxes are now higher than Montana's—and Minnesota and Indiana are at 20¢ per gallon. Connecticut, Illinois, Indiana, Wisconsin, Colorado and Iowa all have diesel fuel tax rates higher than 20¢ per gallon, and Minnesota and Nevada are now at 20¢ per gallon.

. . . by 1993, Montana will have been 'passed up' by many other states' increases . . .

Eleven other states now have gasoline taxes in the 18¢ to 19¢ range, and eight states have diesel taxes in that range also.

It's certain that by 1993 Montana will have been 'passed up' by many other states' increases in motor fuel taxes.

By providing the additional revenues, the legislature revived the RTF program and replaced funds that were diverted to the general fund during the 1986 Special Session. The funding allows Montana to make



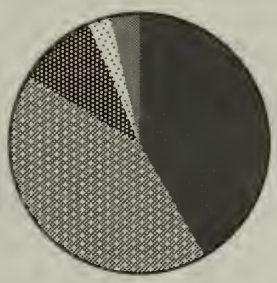
good on its commitment to rebuild our rural road system.

While all states rely on motor fuel taxes to fund their highway programs, many also receive funds from other highway sources, reducing the need for higher fuel taxes. These include sales taxes on fuels and vehicles, vehicle registration, licenses and plate fees and fines.

Wyoming, for example, has a state motor fuel tax of only 8¢ per gallon, the lowest in the nation. But Wyoming derives only about 44 percent of its revenues from traditional highway users' fees on fuels and vehicles. Over 53 percent comes from royalty severance taxes on coal, minerals, oil and gas and uranium.

Wyoming estimates that if it had to rely only on motor fuel taxes to fund its highway program, the gasoline tax would need to be raised to 32¢ per gallon and diesel fuels to 29¢ per gallon. In contrast, Montana's 20¢ per gallon tax covers almost 80 percent of the state-funded portion of the highway program. ■

Fisher River Bridge - Montana Department of Highways photo

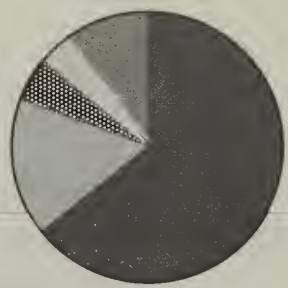


1989 Revenues— All Funds (projected)

Federal	41.7% ($100.0M)
Fuel Taxes	42.0% ($100.6M)
GVW	9.8% ($ 23.5M)
Coal	2.9% ($ 7.0M)
ACI/Interest Income/Acct.Rec.	3.6% ($ 8.5M)
	Total $239.6M

1989 Expenditures— All Funds (projected)

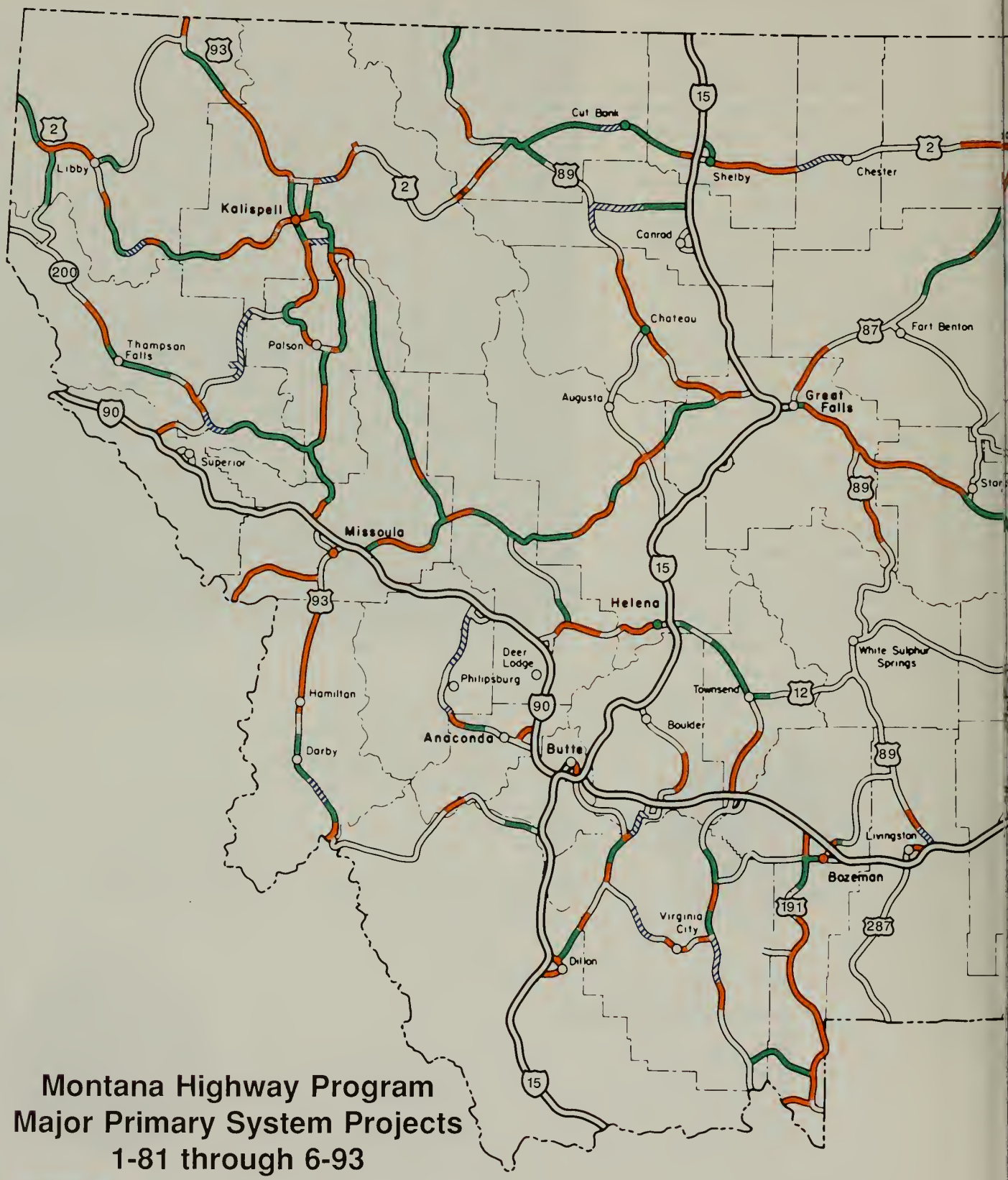
Construction/Preconstruction	64.1% ($159.4M)
Maintenance	16.5% ($ 41.0M)
Highways—Other	5.4% ($ 13.5M)
Bond Debt Service	4.0% ($ 10.0M)
Non-Highway Transfers	10.0% ($ 24.7M)
	Total ($248.6M)



About 42% of total funding received for highways is federal aid. But federal funds can only be used for construction, so two-thirds of the overall construction budget is federal funding.

On the expenditure side, construction continues at a high level, with nearly two-thirds of all spending put directly into improving roads. Another 17 percent is spent maintaining them throughout the year, costs paid entirely with state funds.

Federal aid is clearly significant, and any unexpected reduction would mean a cutback in the construction program.

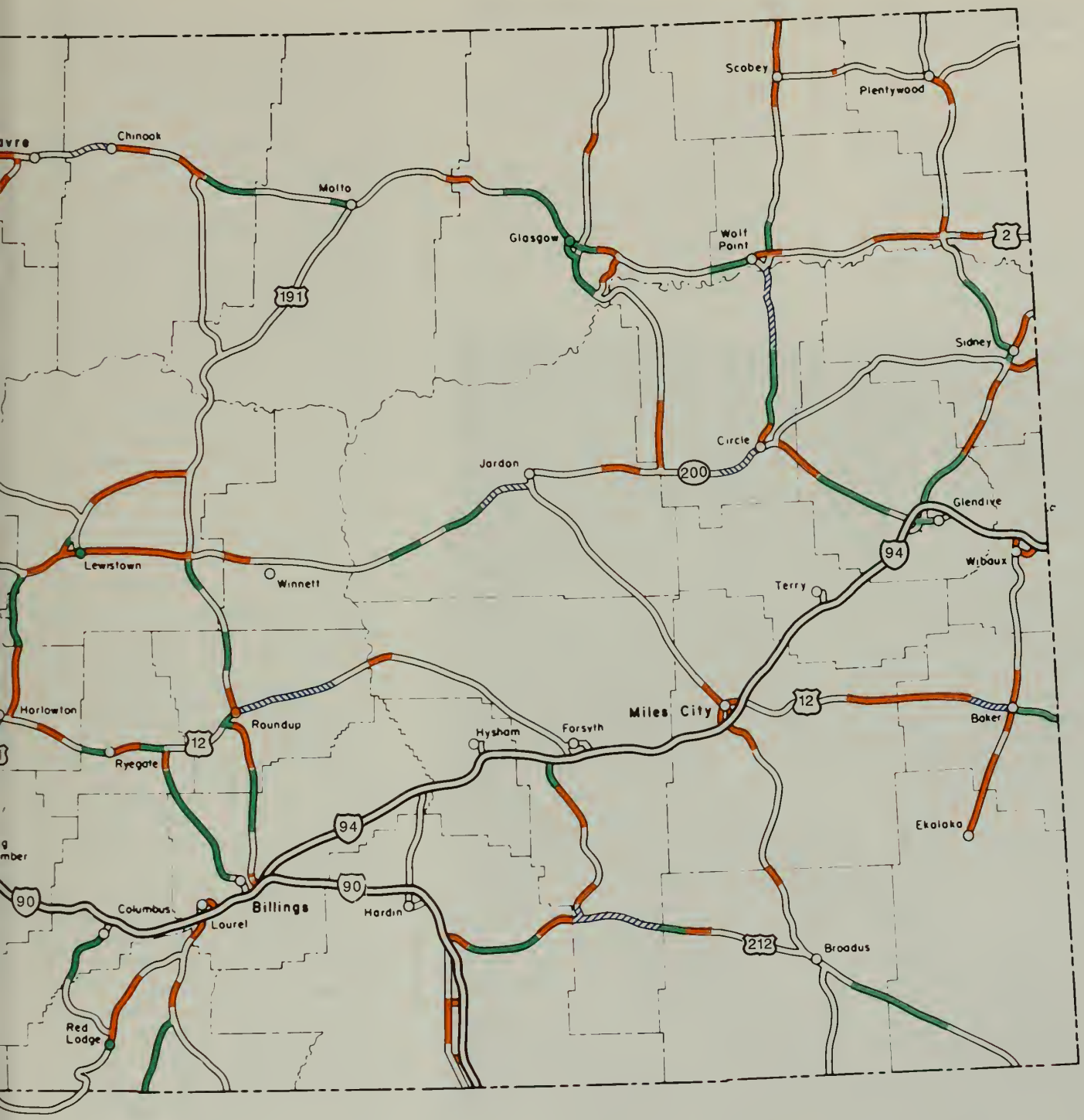


Montana Highway Program
Major Primary System Projects
1-81 through 6-93

Projects Completed or Under Contract

Future Construction through FY 93

Projects Planned for FY 94-95


Scobey
Plentywood
Chinook
Malta
Glasgow
Wolf Point
2
191
Sidney
Circle
Jordon
200
Glendive
94
Wibaux
Lewistown
Winnett
Terry
Harlowton
Roundup
Miles City
12
Baker
Hysham
Forsyth
Ryegate
12
94
Ekalaka
90
Columbus
Billings
90
Hardin
Laurel
212
Broadus
Red Lodge

A Closer Look at the Department

The effort to improve the efficiency and effectiveness of the highway program and the overall quality of the highway system continued in earnest during the last biennium. Some examples follow:

• Over four years ago the department began discussions with the State of Idaho to establish a joint port-of-entry weigh station near the Idaho-Montana border on I-90. The recent opening of the new weigh station in the median near Haugan is the result of those efforts.

This new station—a jointly funded $2.5 million project—will better serve the trucking industry and, at the same time, provide for more effective enforcement of trucking laws. What's more, the operating costs of the new facility will be shared by Idaho.

Mike McCleary photo, *Glendive Ranger-Review*

• The Level of Development Plan that's been in place for the past several years has made a big difference in the progress made on our highways.

The more reasonable standards adopted under the plan constrain development to the level of essential, rather than desirable needs.

Where past practice was to reconstruct roads to the 40-foot-wide paved standard regardless of the traffic volume, rural primary road sections are now more commonly built to 28- or 32-foot wide standards. The change has helped narrow the gap between needs and available funding.

• The department and the Highway Commission worked with local officials in West Yellowstone and expedited design work on a nearby highway paving project. As a result, major improvements in the city street system were made at the same time the paving project was underway. West Yellowstone passed a 3 percent resort tax and provided $2.05 million through the sale of bonds to do the work. It required imagination, changing policies and delegation of authority to local officials, but the result is a blueprint for future cooperative efforts.

• The department is continuing to improve winter maintenance. More powerful and efficient diesel tandem trucks and the strategic placing of sand stockpiles has increased the department's ability to respond quicker and place more sand. Public comments underscore the improvements and Montana can boast of one of the best winter maintenance programs in the country.

• The department has stepped up efforts to keep the highways clean. The department receives help from local service groups like 4-H and Boy and Girl Scout troops, and has begun working with Workfare, Opportunity Workshop and other public service programs to receive local assistance from non-highway organizations.

• The department has expanded

the use of engineering consultants to design future highway work. The 'easy work' is over—now the more time-consuming and difficult job of getting major reconstruction projects ready for letting requires an increase in engineering consultant assistance.

• The department continues to use specific, selective specifications to acquire new equipment. The result is more efficient equipment, better able to do the job. The acquisition of fuel-efficient tandem trucks with larger sand-hauling capacity for winter maintenance work is an example of the kinds of effective equipment being purchased.

• Five new paint stripers have been acquired—stripers that apply an improved blend of beads and paint resulting in more durable stripes. With improved training and the new equipment, the spring/summer striping is completed more quickly, freeing up the work force for other important summer jobs.

• The department designed and implemented a Consolidated Manpower Estimation System (CMPES) which provides the information and tools necessary to manage the department's authorized manpower more effectively, reducing the need for additional manpower and aiding management in meeting mandated vacancy savings requirements.

• One of the most frequent criticisms of the department is the quality of the rest areas on the highways. Complaints range from the lack of cleanliness and maintenance to keeping them open year-round.

The department has begun an intensive effort to upgrade and rehabilitate all the rest areas on the interstate system. Six have been rehabilitated and reopened, seven are presently under contract.

On the primary system, one has been completed and reopened, two are under contract, and three are planned for rehabilitation in the near future. When the planned rest area rehabilitation projects are completed, the department, since 1984, will have invested over $4 million.

In addition, the department has requested authorization for new employees from the 1989 legislature to keep six interstate rest areas cleaner and open throughout the year.

• The energy retrofit program begun in 1984 is paying dividends. The target of saving 15 percent per year in utility costs is being met, and the payback of the initial costs should be recovered in seven years. In addition to the building retrofit efforts, the conversion to high pressure sodium lighting should be completed during fiscal 1989, using funds provided by the 1987 Legislature from oil overcharge refunds.

• A new, automated winter road reporting system has been developed to provide more timely and consistent reports.

These are just a few examples of the department's effort to do a better job with existing resources. ■

1989 Legislative Initiatives

Two new transportation-related issues will be presented to the 1989 Legislature for consideration. They involve the creation of a Department of Transportation and enabling legislation to allow the state to join the International Fuel Tax Agreement (IFTA).

• Montana is one of only seven states in the nation that hasn't integrated transportation-related activities under one policy and administrative head. Rail and public transportation planning and the highway traffic safety programs and planning are separate from highway planning in Montana.

The development of transportation hubs which facilitate the transfer of commodities can spur economic development and better marketing of Montana products. Yet planning for rail and highways—the two critical transportation systems in Montana—are separated.

Further, rail abandonments can have a big impact on the highways in the area and should be a factor in the scheduling and scope of work to be done on those highways. At present, rail abandonment impacts on highways are noted after the fact, and improvements to increase capacity on those highways occur long after the abandonments. Integrated policies and planning on the relationship between rail and highways and Montana's transportation needs are necessary if Montana is going to expand its economic base and marketing potential.

The consolidation will result in more efficient transportation planning at no additional cost to the taxpayer.

This can happen under an integrated Department of Transportation. The consolidation will result in more efficient transportation planning at no additional cost to the taxpayer. The effort is simply to combine existing, related functions under one agency.

• Legislation to allow the state to join IFTA would result in reduced paperwork and red tape. Montana is presently a member of the International Registration Plan (IRP). The IRP enables Montana-based interstate carriers to register and operate their vehicles in other states with a minimum of paperwork and red tape.

Joining IFTA would allow Montana to give similar advantages to interstate carriers paying their fuel taxes, while at the same time reducing paperwork and improving the method of fuel tax collections. However, Montana's special fuel tax statutes preclude the state from entering the International Fuel Tax Agreement. The 1989 Legislature should consider this enabling legislation to permit the state to enter IFTA and take advantage of the benefits available through this cooperative program.

A properly structured, integrated Department of Transportation and enabling legislation to allow Montana to join IFTA would provide 'one-stop shopping,' a long-standing request of the trucking industry and better service in transportation planning and development. ■

Beyond 1991

Although much progress has been made, the last years of the ten-year program authorized by the 1983 legislature will be the most important for many miles of Montana's highways.

A number of very tough reconstruction jobs on the primary system have been let to contract. Libby-Troy on US 2, Sidney-Fairview on MT 200, and Avon-Elliston on US 12 are examples. These projects required longer lead times to complete the design, obtain right-of-way, and comply with the state and federal laws including the Stream Preservation Act which dictates the preservation of wetlands, Clean Water Act administered by the Corps of Engineers, Historical Preservation Act, Archeological Resources Protection Act, the Antiquities Act and the National Environmental Protection Act (NEPA).

The post-1991 period will see more of these tough jobs brought to contract. These are jobs approved by the Montana Highway Commission in 1987 and 1988 after funding was made available with the fuel tax increase of 1987. Under current funding and schedules they will be under contract before the end of fiscal 1993.

Examples include a new four lane from Whitefish to Kalispell on US 93 as well as two-lane projects like:

- Browning to Cut Bank on US 2;
- Absarokee to Columbus on MT 78;
- Happy's Inn East and West on US 2;
- Stanford East and West on US 87;
- Valier East on MT 44;
- Wolf Point South on MT 13;
- Norris to Harrison on US 287.

A more complete list is included at the end of this report in Appendix II. It represents needed improvements to large segments of key primary routes.

The Commission has also approved important additions to the completed interstate system for the post-1991 period. Scheduled to go to contract before the end of fiscal 1993 are the Sierra Road Interchange in Helena, the I-315 Interchange in Great Falls and the South Billings Boulevard Interchange in Billings.

In addition, the department is moving up the schedule for the Shiloh Interchange in Billings to the 1993 time period.

These new interchanges represent a major cooperative effort by local governments and the department. Local contributions—both in the form of right-of-way and funds—have made this cooperation possible. These interchanges will allow local access to the extra traffic capacity available on the interstate to meet already existing needs.

In addition, the department is moving up the schedule on a very significant project for Montana's primary system—four lane construction of US 93 from Evaro Hill northwest of Missoula to St. Ignatius, a $13 million, 29-mile project. This project will be scheduled before the end of fiscal 1993 and this represents a major step forward in solving one of Montana's most difficult traffic capacity problems, the US 93 north-south corridor in western Montana. The road carries more traffic than interstate highways in several areas of Montana, with summer traffic growing rapidly.

The accelerated schedule will require increased use of engineering consultants to assist in getting the projects ready to go to contract and is included in the department's 1990-1991 budget request.

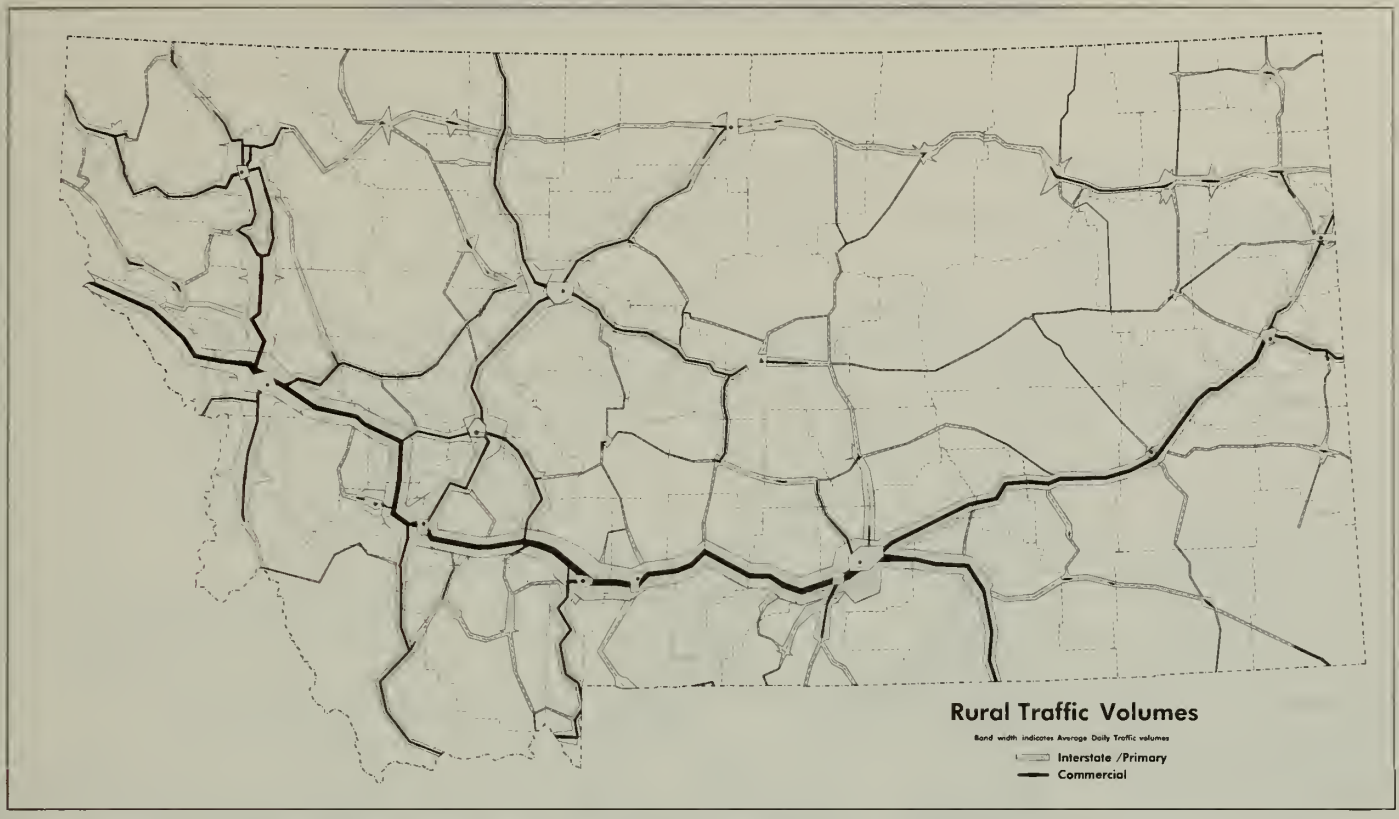
If the program continues at this level, the next several years will bring major improvements on the primary and interstate systems, even when compared with the successes of the recent past. ■

1994 and 1995

Due to the long lead time required to plan and design major highway reconstruction projects, the department has begun the initial work on projects scheduled for contract letting during the 1994-1995 period. Funding has not been provided for these projects, but the initial design work must start now if these projects are to be ready in those years.

A listing of these projects is included in Appendix III.

Also being considered for construction in the post-1993 time period is the North 19th Street Interchange in Bozeman and the Butler Creek Interchange near the Missoula airport. These interchanges have not been approved for design work by the Highway Commission, but are supported by local groups and have received some initial review at the department. ■



Traffic volume is one of many considerations when construction projects are prioritized. Some rural primary routes—US 93 in western Montana, for example—carry as much or more traffic than interstate routes.

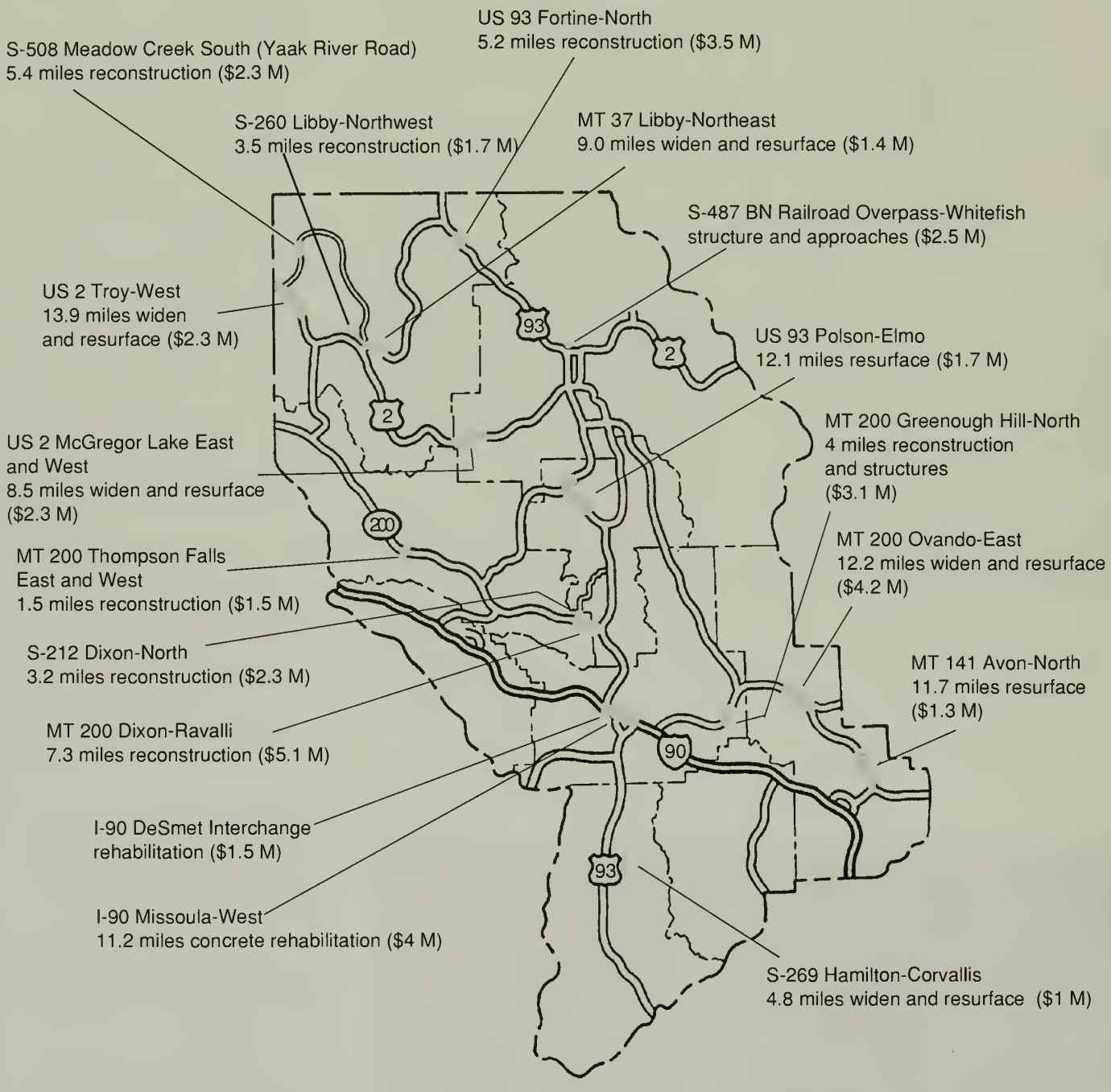
Some tough reconstruction projects have been recently completed, with many more planned for the next several years.

One example is Helena-West on US 12. The old road was narrow and winding and unsuitable for the heavy traffic and diverse mix of vehicles (photo at far left).

Traffic required a four-lane section, which was recently completed (right photo). The new road incorporates gentle curves and sufficient room for the traffic on this heavily used east-west route.

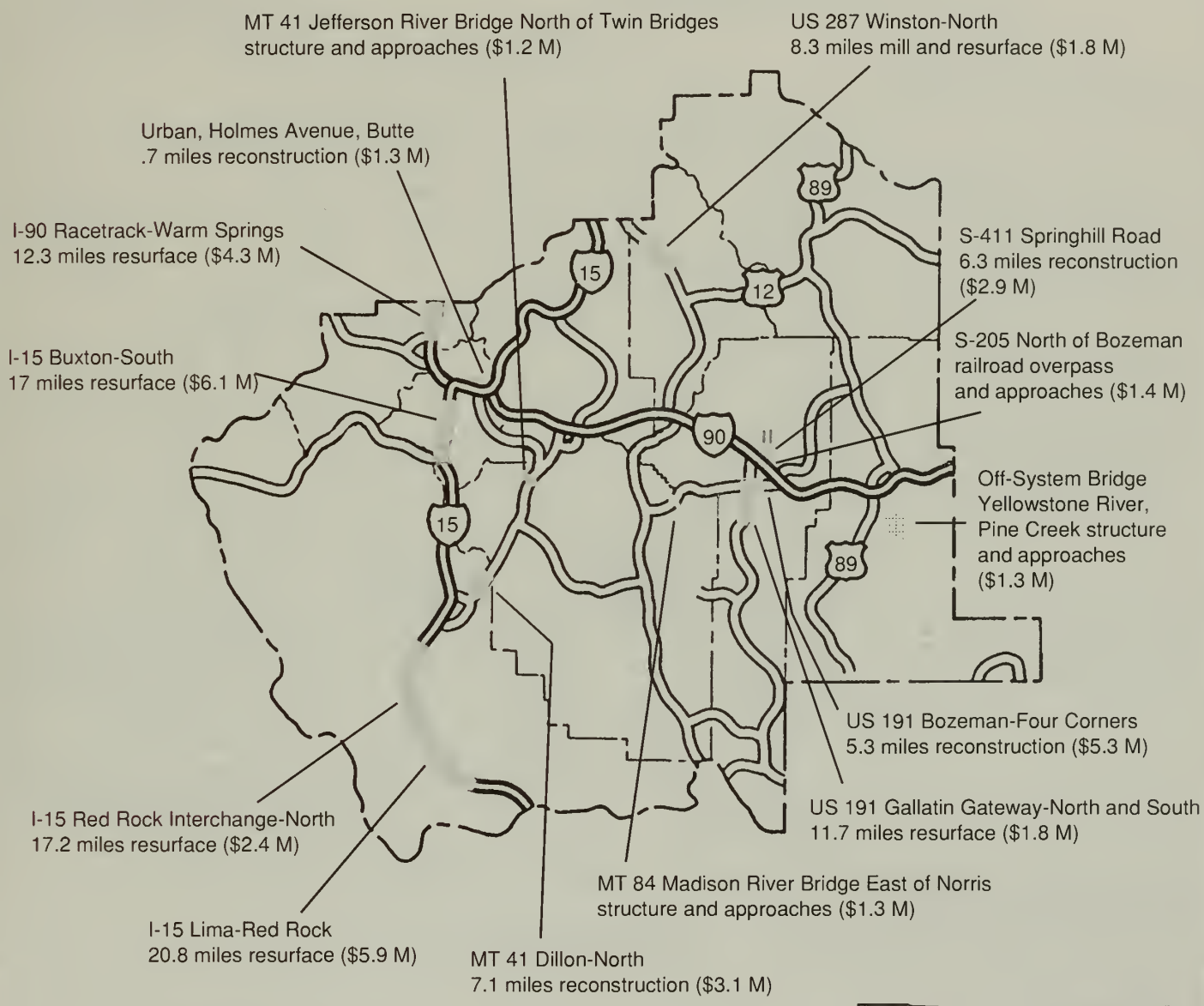
Projects like these often require long lead time—five to seven years or more, in some cases. They've been in the design phase and will be brought to contract in the next several years using funding from the RTF. Montana Department of Highways photos.

Missoula District Projects, 1990-1991



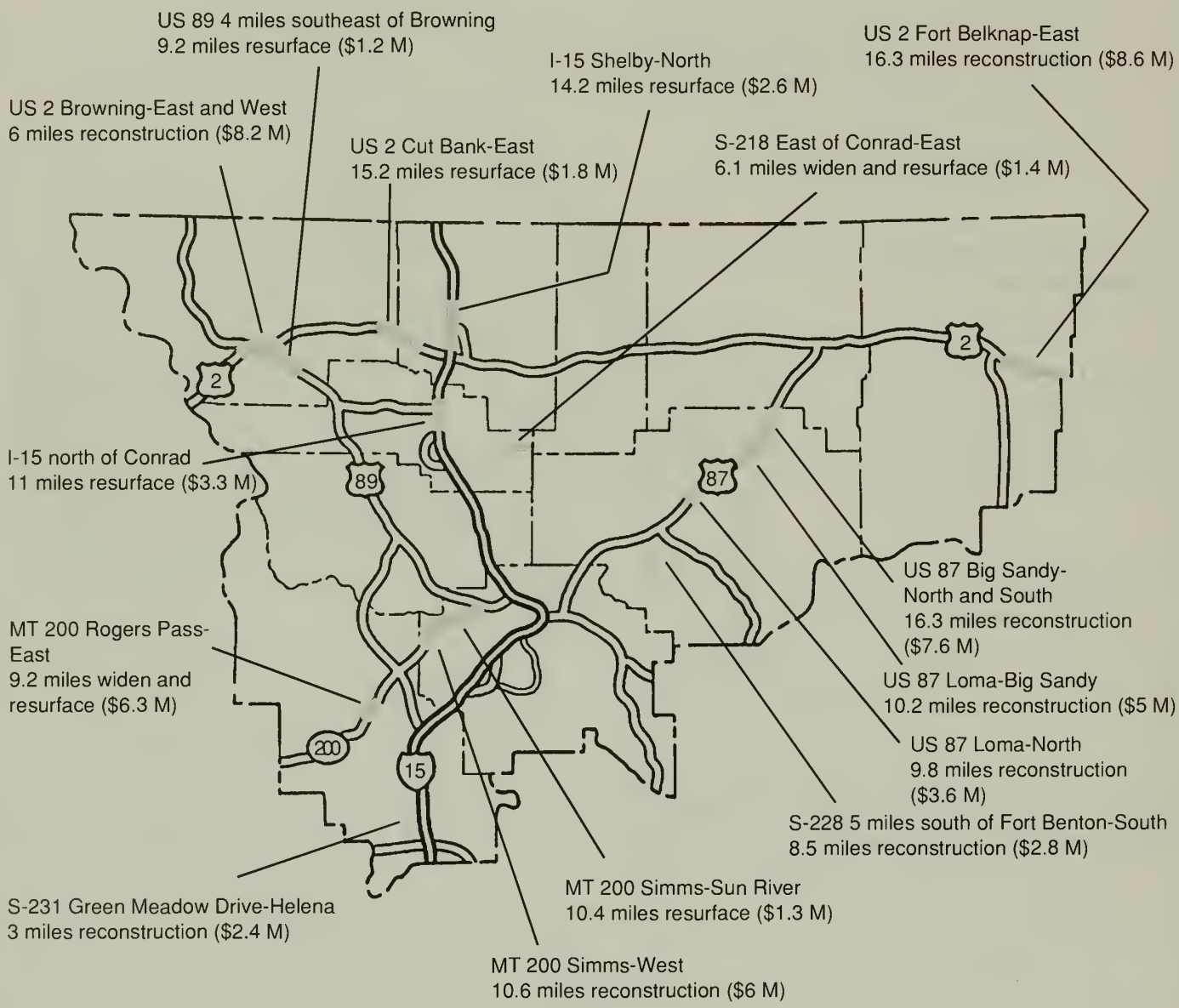
Fourteen additional projects costing under $1 million each include bridge structures, approaches, interchange sprinkler systems, rest areas, and overlays totalling $3.4 million and pavement preservation totalling $3 million.

Butte District Projects, 1990-1991



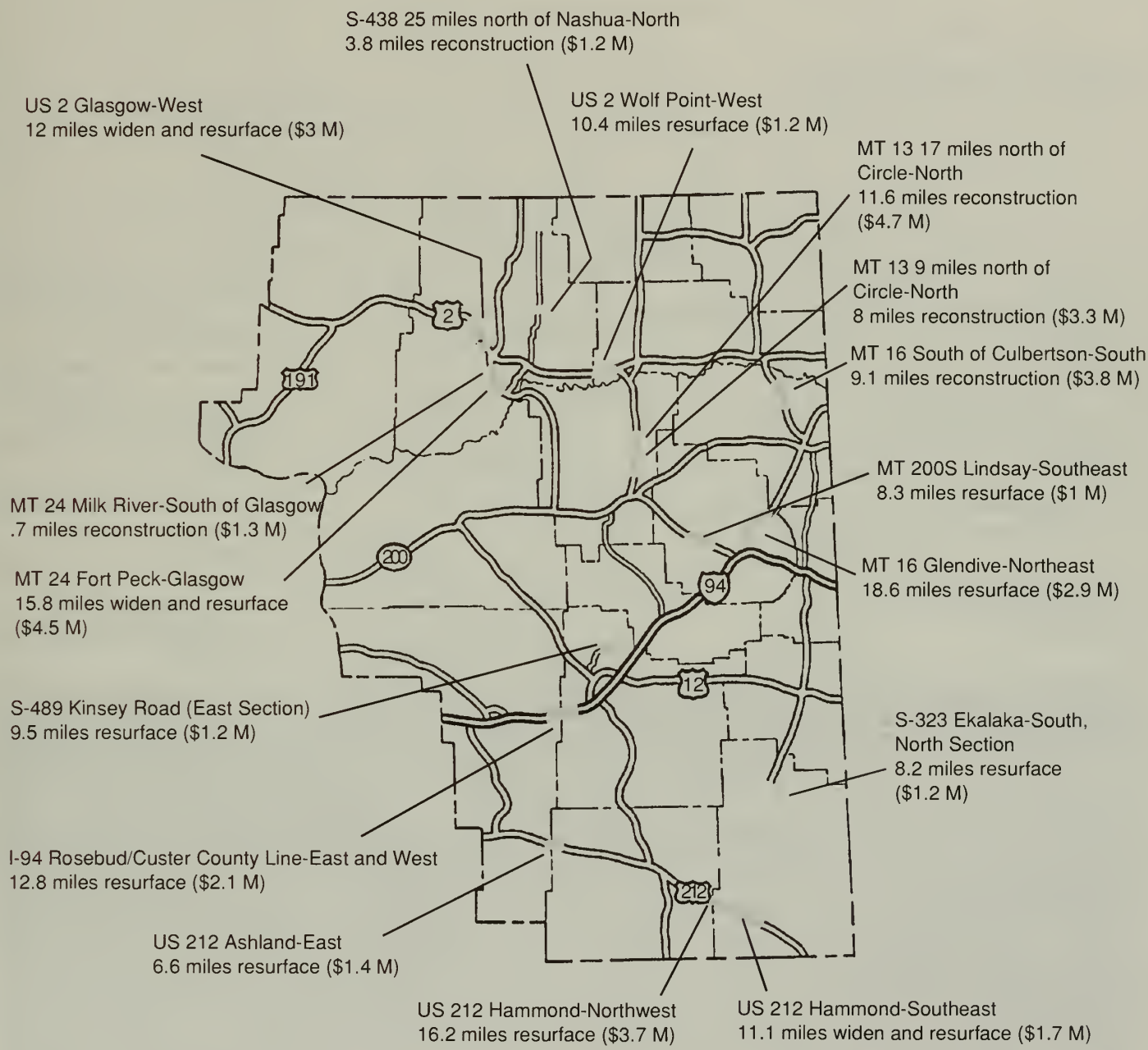
Eleven additional projects costing under $1 million each include safety projects, rock fall correction, overlays, drainage improvement, bridge structures and widening totalling $4.8 million and pavement preservation totalling $3 million.

Great Falls District Projects, 1990-1991



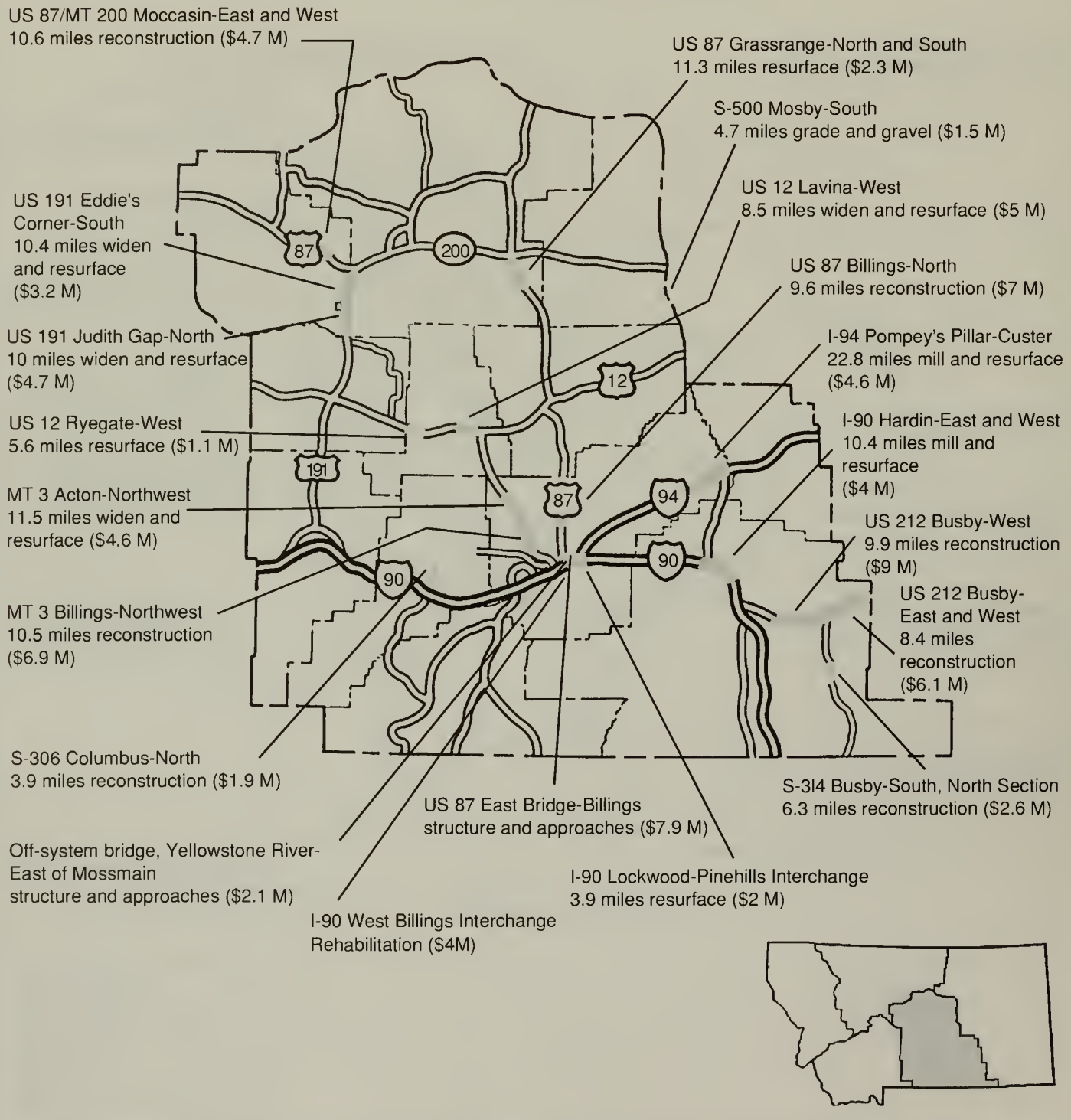
Eleven additional projects costing under $1 million each include bridge structures, guardrail, overlays and concrete rehabilitation totalling $3.3 million and pavement preservation totalling $3 million.

Glendive District Projects, 1990-1991


S-438 25 miles north of Nashua-North
3.8 miles reconstruction ($1.2 M)
US 2 Glasgow-West
12 miles widen and resurface ($3 M)
US 2 Wolf Point-West
10.4 miles resurface ($1.2 M)
MT 13 17 miles north of Circle-North
11.6 miles reconstruction ($4.7 M)
MT 13 9 miles north of Circle-North
8 miles reconstruction ($3.3 M)
MT 16 South of Culbertson-South
9.1 miles reconstruction ($3.8 M)
MT 200S Lindsay-Southeast
8.3 miles resurface ($1 M)
MT 16 Glendive-Northeast
18.6 miles resurface ($2.9 M)
MT 24 Milk River-South of Glasgow
.7 miles reconstruction ($1.3 M)
MT 24 Fort Peck-Glasgow
15.8 miles widen and resurface
($4.5 M)
S-489 Kinsey Road (East Section)
9.5 miles resurface ($1.2 M)
S-323 Ekalaka-South, North Section
8.2 miles resurface
($1.2 M)
I-94 Rosebud/Custer County Line-East and West
12.8 miles resurface ($2.1 M)
US 212 Ashland-East
6.6 miles resurface ($1.4 M)
US 212 Hammond-Northwest
16.2 miles resurface ($3.7 M)
US 212 Hammond-Southeast
11.1 miles widen and resurface ($1.7 M)
2
191
200
94
12
212

Eighteen additional projects costing under $1 million each include slide correction, resurfacing, underpass revision and structures totalling $7.8 million and pavement preservation totalling $4 million.

Billings District Projects, 1990-1991


US 87/MT 200 Moccasin-East and West
10.6 miles reconstruction ($4.7 M)
US 87 Grassrange-North and South
11.3 miles resurface ($2.3 M)
S-500 Mosby-South
4.7 miles grade and gravel ($1.5 M)
US 12 Lavina-West
8.5 miles widen and resurface ($5 M)
US 191 Eddie's Corner-South
10.4 miles widen and resurface ($3.2 M)
US 87 Billings-North
9.6 miles reconstruction ($7 M)
US 191 Judith Gap-North
10 miles widen and resurface ($4.7 M)
I-94 Pompey's Pillar-Custer
22.8 miles mill and resurface ($4.6 M)
US 12 Ryegate-West
5.6 miles resurface ($1.1 M)
I-90 Hardin-East and West
10.4 miles mill and resurface ($4 M)
MT 3 Acton-Northwest
11.5 miles widen and resurface ($4.6 M)
US 212 Busby-West
9.9 miles reconstruction ($9 M)
MT 3 Billings-Northwest
10.5 miles reconstruction ($6.9 M)
US 212 Busby-East and West
8.4 miles reconstruction ($6.1 M)
S-306 Columbus-North
3.9 miles reconstruction ($1.9 M)
S-314 Busby-South, North Section
6.3 miles reconstruction ($2.6 M)
US 87 East Bridge-Billings
structure and approaches ($7.9 M)
Off-system bridge, Yellowstone River-East of Mossmain
structure and approaches ($2.1 M)
I-90 Lockwood-Pinehills Interchange
3.9 miles resurface ($2 M)
I-90 West Billings Interchange
Rehabilitation ($4M)
87
200
12
191
87
94
90
90

Eleven additional projects costing under $1 million each include resurfacing, structures and widening totalling $5 million and pavement preservation totalling $3 million.

Appendix I—Project Exception Report

Because highway projects must be planned and scheduled far in advance of when a project is actually let to contract, there are projects that 'fall out'—projects that don't meet their set schedule. Reductions in federal funding, difficulty in completing right-of-way negotiations, changes in the scope of work due to unforeseen design problems, and changes in priorities by local and state officials are some of the reasons projects are delayed.

For the current 1988-89 biennium, the following projects were **delayed or dropped due to a reduction in federal Obligation Authority or other funding problems:**

- Secondary 212, Dixon North, currently scheduled for contract letting in 1989.
- I-90, Racetrack-Warm Springs, currently scheduled to be let in 1990.
- I-94, Rosebud County Line East, currently scheduled for letting in 1990.
- I-90, Lockwood-Pinehills Interchange, currently scheduled for letting in 1990.
- I-90, Crow Agency Interchange South, currently scheduled for contract letting after 1991.

Reductions in Federal Bridge Replacement funds delayed these projects:

- US 2, Chinook Bridges, currently inactive.
- Yellowstone County bridge, currently scheduled for letting in 1989.
- Off-system bridge in Lincoln County, currently scheduled for letting in 1990.

Right-of-way problems delayed the following projects:

- Secondary 411, Springhill Road, is currently scheduled for letting in 1989.
- MT 200, Simms West, currently scheduled for 1989.

Changes in priority affected these projects:

- US 89, North of White Sulphur Springs, was dropped for the present time.
- Secondary 297, Careless Creek North, was delayed by county commissioners.
- Secondary 302, Rimrock Road-Mol,t was also delayed by county commissioners.

Design problems resulted in delays on these projects:

- MT 200, Ovando East, currently scheduled for contract letting in 1989.
- MT 200, Rogers Pass East, currently scheduled for contract letting in 1990.
- South Bypass, 14th Avenue in Havre, storm drain problem, scheduled in 1991.
- US 191, Judith Gap-Moore, currently scheduled for contract letting in 1989.
- US 212, Hammond Southeast, currently scheduled for contract letting in 1990.
- Secondary 260, Libby Northwest, currently scheduled for letting in 1990.
- MT 24, Fort Peck to Glasgow, currently scheduled for 1990.
- MT 24, Milk River Bridge, currently scheduled for letting in 1990.
- Secondary 438, North of Nashua, currently scheduled for letting in 1990.
- Secondary 314, Busby South, currently scheduled for letting in 1989.

Dean Chaussee, Helena, photo

Appendix II—Major Primary System Projects Planned for 1992-1993

Route	Description	Type	Miles	Est. Cost ($Mil)
MT 200	Thompson Falls East	Widen & Overlay	4.7	$ 1.0
US 93	Eureka South	Reconstruction	4.0	3.8
MT 200	Helmville Jct East	Widen & Overlay	12.2	2.2
MT 35	Creston North and South	Reconstruction	14.8	7.0
MT 83	Lake Inez North	Widen & Overlay	8.4	2.3
MT 83	Clearwater Jct North	Widen & Overlay	14.7	4.4
US 93	Kalispell-Whitefish	Reconstruction	12.1	14.4
US 2	Kalispell Northeast	Reconstruction	4.6	3.0
MT 83	Condon North and South	Widen & Overlay	16.3	5.1
MT 83	Missoula Co Line-North	Widen & Overlay	17.4	5.2
MT 200	Thompson Falls West	Widen & Overlay	4.1	1.6
US 287	Duck Creek Wye West	Overlay	22.5	3.8
MT 200	Lincoln East and West	Widen & Overlay	7.9	1.6
US12	Euclid Ave-Helena	Mill & Overlay	2.6	1.4
US 89	St. Mary -Canada Line	Overlay	18.9	2.3
US 2	Browning-Cut Bank	Widen & Overlay	22.5	8.0
MT 16	Sidney Northwest	Reconstruction	1.4	1.1
MT 16	Northwest of Sidney	Widen & Overlay	15.4	3.3
MT 3	Broadview South	Reconstruction, Widen & Overlay	6.3	3.3
MT 78	Absarokee-Columbus	Reconstruction	18.6	12.7
US 191	Big Timber North	Reconstruction, Widen & Overlay	7.3	4.0
MT 200	Thompson River East	Widen & Overlay	6.0	2.0
MT 200	Clearwater Junction West	Reconstruction	5.1	3.1
MT 56	Bull Lake North	Widen & Overlay	17.7	2.4
US 2	Happy's Inn East andWest	Reconstruction	11.6	6.2
US 93	Somers-Kalispell	Reconstruction	7.5	5.3
US287	Ennis North	Widen & Overlay	6.3	1.6
US287	Norris-Harrison	Reconstruction	10.0	4.0
MT 41	Silver Star North and South	Reconstruction	7.0	3.5
US12/287	Winston Southeast	Slope Flattening & Overlay	10.5	3.3
MT 44	Valier East	Reconstruction	13.6	7.9
US 2	Hinsdale East	Widen & Overlay	9.9	3.0
MT200	Jordan West	Reconstruction	8.5	4.3
MT200	Sand Springs West	Reconstruction	9.0	4.5
MT 13	Wolf Point South	Reconstruction	18.1	7.5
US 87	Truck Route-Lewistown	Overlay	1.3	0.3
MT 72	Belfry North	Reconstruction	11.1	4.8
US 12	Roundup West	Reconstruction	1.1	0.6
US 87	Roundup South	Reconstruction	1.8	1.8
MT 3	Broadview North	Reconstruction, Widen & Overlay	6.3	3.3
US87/191	12 Miles North of Roundup	Reconstruction	8.7	4.0
US 87	Yellowstone Co. Line North and South	Reconstruction	6.2	2.8
US 87/MT200	Stanford East and West	Reconstruction	12.9	6.5
US 93	Dirty Corner-Ravalli	Reconstruction	10.9	5.0
US 93	Evaro-Dirty Corner	Reconstruction	10.4	4.0
US 93	Ravalli North	Reconstruction	8.0	4.2
MT 80	Southeast of Fort Benton	Slide Correction	1.0	1.7

Appendix III - Major Primary System Projects Planned for 1994-1995

Route	Description	Type	Miles	Est Cost ($Mil)
MT 200	Perma-Dixon	Reconstruction & Overlay	18.4	$ 7.9
US 93	Ronan-Polson	Reconstruction	11.2	9.6
US 2	12 Mile Southeast of Libby - Southeast	Reconstruction	12.2	7.3
MT 28	Hot Springs North and South	Resurface	9.9	2.0
MT 55	Whitehall South	Widen & Overlay	12.0	3.6
MT 1	Georgetown Lake North and South	Reconstruction	3.0	1.5
US 2	Lohman East and West	Widen & Overlay	9.7	3.9
US 2	Lothair East	Widen & Overlay	12.9	3.0
US 212	Lame Deer East	Reconstruction	11.9	6.0
US 212	Ashland West	Widen & Overlay	8.7	3.5
MT 39	Lame Deer North	Reconstruction	4.2	3.0
US 2	Pleasant Valley	Reconstruction	8.1	4.5
US93	Conner North and South	Reconstruction	6.8	4.2
MT 28	Lonepine North and East	Reconstruction	10.0	4.0
MT 1	Maxville-Drummond	Reconstruction	14.3	7.2
US 93	Sula North and South	Reconstruction	8.0	2.1
MT 82	Somers East	Reconstruction	6.9	5.3
US 2	Columbia. Heights-Hungry Horse	Reconstruction	4.4	6.9
MT287	Alder-Sheridan	Reconstruction	10.0	6.0
US 89	Mission Int-North	Reconstruction	6.4	3.3
US287	Cameron North and South	Reconstruction	11.2	5.3
US 2	Cut Bank West	Reconstruction	7.8	2.9
US 89	Dupuyer North	Reconstruction	8.6	3.4
MT 44	Valier West	Reconstruction	14.3	5.7
US89/87/MT 200	20th St to Warden Bridge on l0th Ave S - Great Falls	Concrete	1.6	6.5
US 12	Plevna-Baker	Reconstruction	12.6	7.3
MT200	Circle Southwest	Reconstruction	11.7	6.0
MT200	West of Jordan	Reconstruction	11.7	5.9
US 12	Musselshell East and West	Reconstruction	14.3	6.4
US 12	Roundup East	Reconstruction	12.2	5.5
US 191	7 Miles North of Big Timber-North	Reconstruction	8.4	3.5

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